

Message Text

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16

ACTION EB-07

INFO OCT-01 EUR-12 EA-06 ISO-00 CAB-02 CIAE-00 COME-00

DODE-00 DOTE-00 INR-07 NSAE-00 FAA-00 IO-10 OES-03

L-03 SS-15 /066 W

----- 098959

R 171950Z JUL 75

FM AMEMBASSY PARIS

TO SECSTATE WASHDC 1354

INFO AMEMBASSY TOKYO

AMCONSUL MONTREAL

LIMITED OFFICIAL USE PARIS 18539

MONTREAL FOR US REP ICAO

E. O. 11652: N/A

TAGS: EAIR, CA, FR, JA

SUBJ: CIVAIR: NOISE LEVY

REF: STATE 165852

1. "NOISE TAX" INTRODUCED BY GOF EFFECTIVE MARCH 1, 1973 IS STILL IN EFFECT AND RATE UNCHANGED FROM 3 FR. PER PASSENGER FOR INTERNATIONAL FLIGHTS AND 1 FR. FOR DOMESTIC FLIGHTS (INCLUDING FLIGHTS TO FRENCH OVERSEAS TERRITORIES AND DEPARTMENTS) ORIGINATING AT PARIS AIRPORTS ONLY. TAX IS LEVIED NOT ON INDIVIDUAL PASSENGERS BUT ON CARRIER SUBJECT TO MONTHLY BILLING FROM PARIS AIRPORT AUTHORITY ON BASIS CARRIER'S TRAFFIC FIGURES. TAX PROCEEDS ARE EARMARKED FOR TWO FUNDS FOR FINANCING NOISE ABATEMENT MEASURES BENEFITTING COMMUNITIES IN VICINITY ORLY AND CHARLES DE GAULLE AIRPORTS RESPECTIVELY. SEVERAL DISBURSEMENTS HAVE ALREADY BEEN MADE FROM THE TWO FUNDS.

2. GOF TAX DIFFERS FROM PROPOSED JAPANESE LEVY IN
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THAT TAX RATES FOR INTERNATIONAL AND DOMESTIC FLIGHTS

ARE CONSTANT AND THUS INDEPENDENT OF AIRCRAFT
WEIGHT OR NOISE LEVEL. TAX IS DUE FOR COMMERCIAL
TRANSPORT OF PASSENGERS FROM THE THREE PARIS AIRPORTS
ON ANY AIRCRAFT AND WHETHER SCHEDULED OR NON-
SCHEDULED TRAFFIC.

3. IT WOULD APPEAR FROM DECREE INSTITUTING NOISE
TAX THAT EXPENDITURES FROM THE TWO SPECIAL FUNDS ARE
EACH FINANCED SEPARATELY FROM THE TAX PROCEEDS
COLLECTED AT THE RESPECTIVE AIRPORT (WITH LE BOURGET
PROCEEDS GOING TO CHARLES DE GAULLE AIRPORT FUND
BECAUSE OF CLOSE PROXIMITY OF THE TWO AIRPORTS),
MEANING THAT ORLY-GENERATED FUNDS COULD NOT BE USED
FOR FINANCING NOISE ABATEMENT AT CHARLES DE GAULLE
AIRPORT AND VICE VERSA (CONTRARY TO JAPANESE LEVY
WHEREBY TOKYO-GENERATED FUNDS COULD BE USED AT OSAKA).
RUSH

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